

INTIMATION

A. S. WATSON & CO.,
LIMITED.

AERATED WATER
MANUFACTURERS.

In the manufacture of High-Class Mineral Waters the following are essential:—

**PURE WATER, UP-TO-DATE
PLANT, THE BEST OF
MATERIALS,
AND
EXPERT MANIPULATION.**

All these conditions are obtained in Waters of our manufacture.

ABSOLUTE PURITY. Repeated analysis both locally and at home guarantee this.

UP-TO-DATE PLANT. Our policy is to continually introduce every modern improvement in machinery and appliances, and although such changes are invariably costly in the first instance the results attained in PERFECT AERATION and economy in working justify them.

THE FINEST MATERIALS only are used.

ENGLISH EXPERTS manage our factories and our Waters are acknowledged by leading English Manufacturers to be equal to those of their own manufacture.

These results have only been obtained through constant experiment, the adverse climatic conditions of Tropical Climates for the successful manufacture of High-Class Aerated Waters necessitating special study.

Our **STONE GINGER BEER** is the only successful production of the kind in Tropical Countries. It at once became popular and increasing sales testify to its popularity. Brewed from the finest Jamaica Ginger it is perfectly wholesome and is an ideal summer beverage.

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ESTABLISHED A.D. 1841.

Hongkong, 22nd June, 1906.

NOTICE TO CORRESPONDENTS.

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which his Lordship pointed out was especially worthy of the expert's attention, for instance, we should be at a loss what view to take. The learned Judge remarked with obvious justice that there is no telling what will result from the application of a "pen" the ink of which is at the point of being expended. [We paraphrase rather than quote, in order to avoid seeming to quibble with the phrase "a dry pen", which means, of course, a pen or brush that is nearly dry.] For while his Lordship doubted whether a writing instrument in such exhausted condition would "correctly produce in the way of loops and flourishes all that is required of it", we understand that this is precisely the feat which all the Chinese calligraphists who affect style at all do most assiduously essay. What they call the "style of force", or strong style of penmanship, demands that as much as possible be written with one "dip" of ink, and the fainter, more "spidery", often "split" flourishes that terminate characters, and phrases in the running hand, made with the now almost dry pen, are regarded as the beautiful and wholly satisfactory evidences of high aesthetic endeavour. A glance at any specimen of admittedly good Chinese writing will explain this better than columns of verbal description. As we have already said, however, and repeat even in face of the digression to which we have been tempted, these matters are too deep to warrant our immediate adoption, *à la* experts, of the bolder attitude we expressed our intention to take. We prefer to flesh our maiden rashness on the expert testimony given at the last meeting of the Sanitary Board. When Mr. SHELTON HOOPER suggested interrogatively that "size", the viscous substance used by painters and paper hangers, was a possible culture for bacilli, we thought it a very good point to make. The expert answer was a bare negative; however, and the impression given was that the plaguey bug of protoplasm could not exist in that familiar medium. It occurs to us, however, that if Mr. HOOPER had worded his question differently, the reply might have been less decisive. He asked if "size" were not "one of the finest" cultures, and on reflection, we could have said "no" to that ourselves, since "size" is only "analogous" to gelatine. He might profitably put his question again, in this form, "Is 'size' in any degree hospitable to germs?" Then, if he gets another negative, we will throw discretion to the winds and assail expertise in its own lair. These germs, spores, diatoms, bacilli, or whatever they be called (for such small people they have a big endowment of nomenclature) are supposed to be very short-lived. We have been told (by an expert) that a smallpox germ will die in the course of a forty yards' voyage through fresh air, unless it encounters some floating particle that acts the part of wreckage to a drowning sailor; and the raft of wreckage must have provisions aboard, else the micro-organism withers and withers to its doom. So we are told by the Sanitary Board President, quoting other experts, that the plague microbe is a feeble creature when deprived of his prey. His viability, or capacity for existing, will not endure more than seven days of starvation fire on wall or ceiling, even in temperate climates. In the tropics it is much less, or expertly said to be. We assume, therefore, that in most cases here, his demise has taken place before the Sanitary Board's coolies have ripped down the ceilings and needlessly annoyed both landlord and tenant! We hope we do not here argue sinistrally, but is not this a point worth seizing by Mr. HENRY HUMPHREYS or Mr. SHELTON HOOPER? The experts have told them that the plague bacillus must have human beings, rats, or insects for lodgment, failing a tin of scientifically cooked gelatine. On wall or ceiling imminent death awaits him; of sheer inanition. Then why make such a wreck of house interiors under course of disinfection? Why pull down ceilings? These are the next questions for the people's representatives to ask, and even expert answers to them will be welcomed.

There were seven plague cases yesterday, all fatal.

Syowath, the King of Cambodia, has just arrived at Paris.

H. E. the Governor will be "At Home" at Mountain Lodge on Tuesday, July the 3rd, from 4 to 6.30 p.m.

The inaugural parade of the Shanghai (native) volunteers is described by the Times as "a strangely significant ceremony". We get rather tired of significances, symptoms, and omens at this end. They are the stock-in-trade of the modern newspaper correspondent.

Intending excursionists to Macao on Sunday by the *Hongkong* will note that the steamer's time of departure from Hongkong is now advertised as 10 a.m.

The European seaman whose body was found floating in the harbour on Sunday night has been identified as Samuel Pearce of the *Anglo-Canadian*.

There is an agitation in Spain to mitigate the more barbarous features of bullfighting, partly in deference to the feelings of Queen Ena.

The Times says there have not been any pourparlers with a view to an Anglo-Russian entente. The reports were entirely premature. We are glad to hear it.

Admiral Rozhdestvensky, Chief of the Naval General Staff, has tendered his resignation on account of impaired health following upon the wounds received in the late war. His resignation has been accepted.

Right Half No. 2 Company, H.K.V.C., has had two additions to its strength, Mr. H. E. Colvin and Mr. K. J. Blair having joined. The corps orders announce the resignations of Gunners W. R. P. Scott and R. G. McEwen.

Shop-house property in Kuala Lumpur continues to rise in value. From \$12,000 to \$15,000 apiece, says the *Malay Mail*, now being asked in the busier quarters and elsewhere the price has been almost trebled in a little over a year.

According to mail advices from Johannesburg a good deal of excitement prevails there concerning a reported new Rand in the Orange River Colony. Recent borings seem to justify a belief that the Transvaal main reef series extend to the neighbouring colony and will be struck shortly.

In reply to a question about the Anglo-Chinese Convention, Mr. Runciman said, "Provision is made in the Convention for the exchange of ratifications within three months of signature, and as soon as it is ratified the Convention will be presented to Parliament. It does not seem necessary to lay on the table any others on the subject."

In the House of Commons on May 21st, Mr. Lound asked the Secretary of State for Foreign Affairs whether negotiations were in progress, or had been concluded, for the retrocession of Weihaiwei to China, to be used by that Power for the purpose of a naval base. Mr. Runciman—The answer is in the negative.

Mr. Root has conferred with the Senate Foreign Relations Committee on the long-delayed and vexed questions between Great Britain and the United States arising out of boundary and fisheries disputes and various claims affecting Canada. The Committee agreed to Mr. Root's suggestion to proceed through diplomatic channels to an adjustment of the various matters in question.

The British Premier, on May 21st, announced as follows:—The invitations to the Colonial Conference of 1907 have, as in the case of the previous Colonial Conferences, been made to the Prime Minister of the self-governing Colonies. His Majesty's Government do not intend to propose that the Crown Colonies should be specially represented at the next conference; but we are of opinion that India should be represented.

The local office of the Norddeutscher Lloyd has forwarded us with a copy of *Der Welteuropäer* for May, a beautifully illustrated magazine, which contains travel notes of superior interest, a short story, "In the Shopping Car", a timely account of Athens, with other classic sketches of Greece and Asia Minor, and a very full description of the new turbine-steamship, *Prinzessin Elisabeth*, which has already been described in English.

In answer to Sir C. Dilke on May 22nd, Sir E. Grey said:—I can add nothing material to the answer given on the 17th inst., in which I stated that the Chinese Government had disclaimed any intention of not adhering to the Loag Agreements of 1890 and 1898, which stipulate that during their currency the administration of the Customs is to remain as at present constituted. We understand this to mean that the terms of the decree will not make any change in the present administration of the Customs under Sir Robert Hart, but we have asked for a definite assurance to this effect.

The Lord Mayor of Liverpool presided on May 21st over a meeting of the supporters of the Lancashire Sea Training Home for Poor Boys, which was established at Liverpool less than four years ago. During that time, it was stated in the report, 314 boys had been admitted to the home, and out of these 123 had shipped in the mercantile marine and 30 had entered the Royal Navy. Lord Lathom moved a resolution in support of the home, and expressed an opinion as to the national necessity and need for the existence of the home to cope with the pressing danger to our commercial interests and Imperial prestige by the presence in our mercantile marine of alien crews. The presence of so many alien officers and seamen in the British mercantile marine would be a very terrible danger to the country in time of war. Sir Alfred Jones, in seconding, pointed out that there were 40,000 foreigners on board British merchant ships. They were very good men, but British shipowners would like to have British seamen if they could get them. Commending the work of the home, he said that Liverpool had already raised about £13,000, and if by the end of 1907 that sum were increased to £20,000, he would give another £500. The resolution was adopted.

Mr. Robert Young, the able editor of the *Japan Chronicle*, after carrying on a controversy with Dr. Rutherford Harris in the columns of the new Liberal daily, *The Tribune*, on Japanese financial schemes, is contributing a series of articles to that journal on "The Economic Position of Japan". Government loans, railways loans, municipal loans, and the like have been dealt with in an interesting manner, and with that lucidity of style that is one of Mr. Young's characteristics.

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Messrs. Caird and Co. of Greenock, launched on May 24th the twin-screw steamer *Nile*, which they have built for the Peninsular and Oriental Steamship Company, of London. She is the first of four steamers of the intermediate or N class which Messrs. Caird are constructing for the company, and she is intended chiefly for the China trade. Her dimensions are, 450 ft. by 33 ft. 6 in. Accommodation is provided for 54 first and 40 second class passengers, and the vessel is equipped with all the latest appliances for handling cargo.

A suggestion is now being made that tobacco shall be supplied free in the library of the House of Commons and shall become a charge on the Estimates. It is not generally known that members and officials are already gratuitously supplied with snuff, and that a generous country now adds £200 a year to indulge M. P.s in a vicious habit. Formerly snuff was described in the Estimates as such, but to ward off the objection arising from improving habits, the charge of £200 a year was mixed up or covered in the Estimates as "lamp oil". This is clipped from a contemporary. If it be true, its publication should be hastily followed by a compulsory cessation of the smoking of tobacco. What Mr. Smith's case is getting largely is no more lost in the case of our legislators.

The *Lancet* is beginning a temperance crusade. Not one of the ridiculous superficial kind. The very reverse. Our contemporary goes to the root of the matter. Whisky may go to pot, for all it cares. Nothing is to be gained by attacking alcohol. The insidious soda-water is what must be assailed. "There are scores and scores of persons who would never have cultivated the taste for whisky unless they had had the opportunity of mixing it with soda-water and converting it into an effervescent beverage." That discovery is quite beautiful in its truth. Why has nobody thought of it before? Real temperance reformers will implore the *Lancet* to place itself at the head of the new temperance movement. Crushing blows must be dealt at such wicked drinks as lemon-kiss, sherbet (so called), and the whole tribe of a-rated waters. But what will Messrs. A. S. Watson & Co. do?

Mr. A. C. R. Groom, one of the leading writers on golf, has been condemning the large entry for the championship. He thinks it unfair that the few men at the top should be put to the trouble of playing their way through the ranks of mediocre candidates; but, after all is said and done, who can say fairly that this player or that has no right to compete for the highest honours in the game? Is the championship to be made a close preserve for the little clique of Oxford and Cambridge men who are known to each other? Is the man who comes on with a rush never to have his chance against the top players? If Mr. Groom's contention were upheld, we would not have had youths like Allen and Barry treating those champions that are so dear to the heart of the sporting Englishman. The result of the contest, so far as it has gone, with Hilton, John, Ball, Maxwell, Barry, Graham and all the other bright particular stars knocked out, the right of the unknown men to compete is already vindicated.

The *Kölnische Zeitung* says: "The Burgomasters who have returned from England are full of praise of the charming amiability of all Britons with whom they came into contact. An agreeable and grateful feeling was also aroused by the fact that King Edward so warmly joined in the demonstration of his countrymen. The visit acquired just a touch of political colour, without the inspection of municipal institutions having been neglected. The main thing is the establishment of personal relations between one country and the other. The British Association for the Study of Foreign Municipal Institutions may be assured that Lancashire municipal representatives or officials desirous of gathering experiences in Germany will find their comrades and the citizens in German towns ready to give every information. The British Municipal Association will perhaps become a model for a similar institution in Germany. When the holders of political offices join the guardians of the material welfare of England in order to make an appeal for international friendship by well-weighted speeches, they may rest assured that their ideas find a grateful echo in Germany."

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Mr. A. C. R. Groom, one of the leading writers on golf, has been condemning the large entry for the championship. He thinks it unfair that the few men at the top should be put to the trouble of playing their way through the ranks of mediocre candidates; but, after all is said and done, who can say fairly that this player or that has no right to compete for the highest honours in the game? Is the championship to be made a close preserve for the little clique of Oxford and Cambridge men who are known to each other? Is the man who comes on with a rush never to have his chance against the top players? If Mr. Groom's contention were upheld, we would not have had youths like Allen and Barry treating those champions that are so dear to the heart of the sporting Englishman. The result of the contest, so far as it has gone, with Hilton, John, Ball, Maxwell, Barry, Graham and all the other bright particular stars knocked out, the right of the unknown men to compete is already vindicated.

TE

INTIMATIONS

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
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From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. 1863

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Hotel Manager, 3rd Floor.
Hongkong, 8th August, 1905. 1243

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TERMS VERY MODERATE.
Consultation Free.

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FIRING 10 SHOTS in 2 SECONDS.
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Short Notice. 1175

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No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 28th June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th June, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st June, 1906. 1292

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CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

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All Claims against the Steamer must be presented to the undersigned on or before the 31st July, or they will not be recognized.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd June, 1906. 1136

NOTICE TO CONSIGNEES.

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"GLENFURTER."

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Optional goods will be carried on unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 2nd July will be subject to rent.

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McGREGOR BROS. & GOW.
Hongkong, 25th June, 1906. 1313

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Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M. and from Macao at 2.30 P.M.

Fares: (Weekdays) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates: SUNDAYS ONLY:

1st Class, Single... \$1.00
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" With Cabin... \$3.00
3rd Class, Single... 40 Cts.
" Return... 60 "

Storage 20 cents each trip.
Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.
2nd Floor, 16, Victoria Street
Hongkong, 22nd June, 1906. 121

JUST PUBLISHED.

CHILDREN OF FAR CATHAY.

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Hongkong, 23rd April, 1906.

JAPAN'S FOREIGN TRADE.

OUTLOOK FOR THE YEAR.

With the restoration of peace the foreign trade of Japan is apparently recovering its normal condition. That is to say, the returns for the first five months of the year show that the import trade, which exhibited great expansion during the war, is falling off, while exports are showing a remarkable increase. Despite this, equilibrium between exports and imports has hardly been restored, the excess of imports over exports during the five months of the year amounting to some \$3 million yen. This year's export trade, compared with last year's is as follows:—

	1905.	1906.	Increase.
January...	24,985,000	23,766,000	12,216,000
February...	26,487,000	24,631,000	18,855,000
March...	31,485,000	23,632,000	11,853,000
April...	28,819,000	24,424,000	4,408,000
May...	36,671,000	22,954,000	7,716,000

Total... 146,437,000 119,386,000 27,051,000

These figures are given according to the remittance statement, but as is frequently the case with Japanese figures the total and the various items do not agree. As will be seen from the above, the exports show an increase in all months, the total increase over the corresponding period of last year amounting to 27 million yen. Below are given the figures for the import trade:—

	1905.	1906.	Decrease.
January...	24,223,000	38,261,000	4,038,000
February...	32,079,000	49,022,000	7,944,000
March...	42,741,000	52,365,000	9,614,000
April...	43,727,000	50,453,000	7,725,000
May...	37,803,000	57,133,000	19,330,000

Total... 189,575,000 288,228,000 48,652,000

The decrease of the imports during the five months, as shown above, amounted to 49 million yen, which in the opinion of the Nishi-Nichi is not at all surprising considering the cessation of the import of a large amount of military supplies which was required during the war.

The principal increase is noticeable in the following articles of export:—

	1905.	1906.	Increase.
Habutai...	12,172,000	11,552,000	919,000
Cotton yarn...	4,374,000	3,107,000	1,267,000
Porelain...	2,854,000	1,944,000	1,049,000
Raw silk...	31,685,000	25,183,000	6,502,000
Copper...	9,013,000	5,297,000	3,895,000

The trade in the articles above mentioned was somewhat affected by the war and therefore more or less increased with the return of peace can hardly be regarded as remarkable progress.

To what extent the various articles of import have suffered may be seen from the following figures:—

	1905.	1906.	Decrease.
Raw cotton...	50,134,000	58,841,000	8,707,000
Iron and steel...	2,500,000	6,022,000	1,472,000
Machinery...	7,751,000	10,257,000	2,506,000
Locomotives...	478,000	2,081,000	1,603,000
Steamers...	1,131,000	4,073,000	2,942,000
Rice...	17,434,000	35,205,000	17,771,000
Kerosene...	5,450,000	6,820,000	1,369,000
Leather...	1,227,000	6,533,000	5,306,000

The importation of most of these articles has fallen off owing to the cessation of the war, while the decrease in rice is due to the large import made last year in consequence of the failure of the rice crop.—Chronicle.

PHILHARMONIC NOTES.

The Singapore Free Press writes: The Hongkong Philharmonic Society is about to give a concert. Of one item a Hongkong paper says:—

A piano concerto is an item which we do not remember having observed before in a local programme. For the sake of the uninitiated we will explain that a concerto is an orchestral work with a solo for one instrument, in this case the solo instrument being the piano. We anticipate that this item will attract great interest.

Three, if not four, times have piano concertos or at least two movements thereof appeared on the programmes of the Singapore Philharmonic within the last eight or ten years. We have some curiosity to know how the difficulty of the high military pitch is to be got over at Hongkong, if the co-operation of military wind is to be requisitioned. The expert of teaching up a B-sharp grand to the military pitch was tried here on the first occasion when Mozart's 20th Concerto was played, but that proved unsatisfactory as the tension was too great to allow the instrument to stand in tune. Since then a Russian's transposing piano, with keyboard set at C sharp, has been utilised in Singapore with the orchestra, and this device has worked admirably. The late Mr. A. G. Ward had the same difficulties to encounter in using military wind with organ in Hongkong. The substitution of B flat clarinets and cornets for those in A was simple enough, but the extra tubing supplied to trombones and euphoniums worked very unsatisfactorily. However some day the great reform must come and the atrocious Kueiler Hall pitch be relegated to that limbo to which it should have been consigned from the day the Philharmonic Society of London lowered its pitch to what it stands at today. As to this itself Mr. Henry J. Wood's view expressed in a letter to the writer of this, is that the Philharmonic pitch is no true pitch, merely a sort of piano maker's compromise. The only real pitch to aim at is the Continental diapason.

normale, for which two British bands, the Coldstream and Grenadier Guards, are equipped, being now provided with two complete sets of instruments at the old or Kueiler Hall pitch and the true French pitch more than half a tone lower.

THE PROFESSOR OF TIBETAN.

It was known some time ago that University College, London, was creating a Chair in Tibetan and it is now announced that Lieutenant-Colonel Waddell, I.M.S., has been appointed Professor. No appointment was ever more justified, for Colonel Waddell's claims to know all about Tibet are far beyond those of any other man. He knows the country both as an explorer and as a scholar. He understands the philosophy of the people, their religion, their manners and customs, their language and if what has been esoteric and hidden in the Forbidden Land is to be made patent, if the foolish phantasies that have cluttered round the Lamas and their claims to supernatural powers are to be dissipated, then the one man to present the sane and scientific view is the new Professor of Tibetan.

It is, indeed, high time that the language and literature of Tibet were taken out of the hands of these-called Theosophists, with their Mahatmas, Kuthumins, and one knows not what, and given their place in the world of science and knowledge. Hitherto, except for the publications of a few men like Waddell, Walsh, Bell, and Sarat Chandra Dass, the world at large has been left to gather its impressions of Tibetan Buddhism and the Tibetan Scriptures from novelists and the romantic imagination of those in search of an eclectic religion. The explorers, who have written about Tibet, have a general rule made an pretence of knowing the language and have thrown little light on any way or other on the pretensions of the priests to spiritual sanctity and to a kind of knowledge which gives them a command over the forces of nature. Well read and sensible people are sometimes accustomed to forget that there are millions and millions of folk abroad who are neither well read nor sensible, and to many of the latter Tibet is a country from whence wonders spring. At home and in the United States as well as in India societies have sprung up for the express purpose of making converts to that kind of Lamaism which finds expression in table-turning, spirit-raising, and the like, and leaders come forward who profess to have acquired supernatural gifts through contact with Tibetan writings. These churlish have even obtained a vague idea of drawing away the There is no saying—witness the case of the Christian Scientists—how far from frank religions and ideas may not go, and it is, therefore, a matter for congratulation that Tibetan literature, at least, has at last been put on the same footing as the literature of other countries with an ancient civilisation. When the Tibetan books are properly classified and translated, when the mystic writings are annotated by men like Professor Waddell, who will not allow an ounce of sentiment to interfere with their duty to science, it will no longer be possible for a few gifted and plausible persons to mislead crowds by references to scriptures not understood by any outside the mystic circle.—Englishman.

THE PARSEES.

Lord Curzon of Kedleston presided, on May 24th, at a meeting of the Indian section of the Society of Arts, when a paper was read by Major P. Meadows Sykes (British Consul-General and Agent to the Government of India in Khurasan) on "The Parsis of Persia," illustrated by lantern views. There was a large attendance, including Sir Mortimer Durand, Sir Charles Elliott, Sir W. Lee-Warner, Sir M. Blomfield, Sir George Birdwood, Sir H. McMahon, General Sir Lytton Annesley, Sir H. Trueman Wood, Sir Patrick Abercrombie, Sir Frederick Young, Sir Atholstan Baines, and several members of the Parsi community in London. Lord Curzon, in opening the discussion which followed the paper, said that there was something sad and pathetic, but at the same time ennobling, in the history of the Parsis of Persia. Through 12 centuries of insult and persecution they had maintained with extraordinary success the purity not only of their religion, but of their race. The position of the Parsis in Persia had considerably improved during recent years, due, in some measure, to the enlightenment which was making its way into that rather fanatical and priest-ridden country, and also, he thought, in some degree to British interest and British protection. He cordially seconded the appeal made by the lecturer to the wealthy Parsis of Bombay to provide funds to finance and help in the proceedings. Dr. J. Pollen, in the course of the proceedings, said that he was authorized to state that a Parsi gentleman, who desired that his name should not be divulged, was prepared to give £500 in response to Major Sykes' appeal on behalf of the Parsis of Persia.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 27th at 11.35 a.m.—The barometer has fallen slightly on the E coast of China, and risen on the S and N coasts and over Japan. An area of high pressure lies over S. Japan and the Lochoos, and the lowest pressure is over Central China.
Moderate S.E. and E. winds are indicated in the Formosa Channel and the N. part of the China Sea.
Forecast:—Light to moderate, S.E. winds; showery.

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van Houten's

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1025-H

"BOXERS" AT SINGAPORE.

The writer of the following letter to the Straits Times seems to share the bull's antipathy to red cloth.

Sir,—It was on the 17th of June, 1906, that the Boxers and Chinese imperial troops made their memorable onslaught on Tientsin, with a view to the extermination of the much-hated foreigner. To one who took part in the defence of the foreign settlements, as the writer did, the date naturally has peculiar associations with it. Memory of such associations, however, was rudely awakened yesterday by the sight of a large body of Chinese passing through our streets. Little notice would have been taken of the occurrence, had it not been for the fact that they were dressed in the costume adopted only by Boxers, i.e., white clothes, with red sash, red anklets, red headgear, and occasionally red cloth around the wrists. If these Chinese really belonged to the Society (I Ho Chuan), and there was every indication that they did, it is clear that the revival movement which has been going on in China has spread down South. Assuming my views to be correct, the procession of yesterday was nothing less than an insolent affront upon the British Government, which suffers their presence in the colony. Of course as a Society they would come within the meaning of the Secret Societies Act, but the Boxer Society differs greatly from others, in that they have no fixed meeting place. I venture to suggest that this is clearly a matter for police investigation, to be accorded the most severe punishment as to need military interference. If timely warning is neglected, as was the case in North China, we render ourselves liable to a repetition of such atrocities as were committed in 1900. All this assuming my views are correct, which I hope they are not.—Yours faithfully, TZECHULIN.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Crema Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, 731

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AND THE
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GLASGOW and LIVERPOOL	"OANFA"	On 2nd July.
GLASGOW and LIVERPOOL	"LAEYAN"	On 5th July.
GLASGOW and LIVERPOOL	"POLYTHEMOS"	On 12th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 9th August.
GLASGOW and LIVERPOOL	"PELEUS"	On 16th August.
GLASGOW and LIVERPOOL	"CHING WO"	On 23rd August.

HOMWARDS.

DESTINATION	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 24th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.

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VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"OANFA"	On 5th July.
NAGASAKI, KOBE and YOKO	"TELEMACHUS"	On 4th August.

WESTWARD.

DESTINATION	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TYDEUS"	On 12th July.
	"ACHILLES"	On 15th August.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th June, 1906.

CHINA NAVIGATION CO. LIMITED.

DESTINATION	STEAMERS	DATE
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 28th June.
YOKOHAMA and KOBE	"CHINGTU"	On 28th June.
SHANGHAI	"LUCHOW"	On 1st July.
SHANGHAI	"SHAOHSING"	On 1st July.
SHANGHAI	"KIUKANG"	On 3rd July.
SHANGHAI	"TEAN"	On 3rd July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th June, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific is the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS	(Subject to Alteration)
R.M.S. "EMPERESS OF JAPAN" 6,000 tons	WEDNESDAY, 11th July
R.M.S. "EMPERESS OF CHINA" 6,000 tons	WEDNESDAY, 18th July
R.M.S. "EMPERESS OF INDIA" 6,000 tons	WEDNESDAY, 22nd Aug.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, daily from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262. Intermediate on Steamers, 240, and 242.

R.M.S. "EMPERESS OF JAPAN" "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

Hongkong, 28th June, 1906. T. ARIMA, Manager.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR MANILA, SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS: "LOONGSANG" Friday, 29th June, 4 p.m. "MAUSANG" Saturday, 30th June, daylight. "CHUNSAUNG" Tuesday, 3rd July, 3 p.m.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpang, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. 18 Hongkong, 28th June, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ZIETEN	WEDNESDAY 4th July
ROON	WEDNESDAY 11th July
SEYDLITZ	WEDNESDAY 18th July
BAYERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd August
SACHSEN	WEDNESDAY 29th August
PRINZ HEINRICH	WEDNESDAY 5th September
ONISEXAN	WEDNESDAY 12th September
PRINZ LUDWIG	WEDNESDAY 19th September
PRINZESS ALICE	WEDNESDAY 26th September
PREUSSEN	WEDNESDAY 3rd October

ON WEDNESDAY, the 4th day of JULY, 1906, at Noon, the Steamship "ZIETEN" will leave this Port, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 2nd July. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 3rd July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 3rd July.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	212 0 0	232 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	85 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR
VIA BREMEN OR SOUTHAMPTON

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar, and travelling to Bremen or Southampton overland the same rates will be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 24th July
WILLHARD	TUESDAY, 24th July
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND" will leave this Port, calling at NAPLES and GENOA.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$100.00	\$60.00	\$40.00
TO BRISBANE	\$200.00	\$120.00	\$80.00
TO SYDNEY	\$250.00	\$150.00	\$100.00
TO MELBOURNE	\$300.00	\$180.00	\$120.00
TO YOKOHAMA	\$350.00	\$210.00	\$140.00
TO KOBÉ	\$400.00	\$240.00	\$160.00
TO YOKOHAMA and back from KOBÉ to HONGKONG	\$1,000.00	\$600.00	\$400.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 297, 0 0. TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

EUROPEAN & AUSTRALIAN SERVICE.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BAYERN"	Wednesday, 4th July.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	Wednesday, 4th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITPOLD"	Wednesday, 18th July.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class	2nd Class	3rd Class
London via Plymouth or Southampton	462 0 0	282 0 0	182 0 0
Bremen	432 0 0	262 0 0	172 0 0
Paris via Cherbourg	65 0 0	40 0 0	25 0 0
Naples, Genoa via Gibraltar	65 0 0	40 0 0	25 0 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 9th June, 1906.

ON SALE. RATES OF EXCHANGE AT HONGKONG.

DEMAND DRAFTS ON BOMBAY, On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.

FROM 1893 TO 1905: Price \$1.00.

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER, From 1900, and other Useful Information. PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 16th April, 1906.

On Sale at—
Hongkong: "DAILY PRESS" Office, Messrs. KELLY & WALSH, Messrs. W. BRIDGES & CO.
Canton: Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "GREGORY APCAR," Captain S. H. Bolton, will be despatched for the above Ports on SATURDAY, the 30th inst., at 1 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 25th June, 1906. [1312]

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports to SOUTH AFRICA, in connection with INDO-CHINA SITAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE POINT every for night.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan Hongkong, 4th August, 1898.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcidity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p. Comdr. E. La T. Latham, Shanghai.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain C. L. Vaughan-Lee, Shanghai.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davidson, Yangtze.

Britomart, gunboat, 710 tons, 800 h.p., Lieut. W. L. Hamer, Yangtze.

Cadmus, British sloop, 1,070 tons, Comdr. H. du Cane Luard, Yangtze.

Clio, British sloop, 1,070 tons, Comdr. H. D. Wilkin, D.S.O., Hongkong.

Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. H. W. Savory, Mira Bay.

Fame, torpedo-boat destroyer, 300 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Hughes, Hongkong.

Flores, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Capt. Grant-Dutton, S. American Ports.

Handy, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Cox, Nagasaki.

Mart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. Comdr. R. Heuniker, Heaton, Nagasaki.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,500 h.p., Lt. Comdr. Darwall, Nagasaki.

Kent, cruiser, armoured, 9,800 tons, 14 guns, 22,000 h.p., Captain S. V. de Horsey, Nagasaki.

King Alfred, British battleship, 14,000 tons, Capt. Cecil F. Thru, Nagasaki.

Kinshasa, river gunboat, 381 tons, Lieut. Comdr. E. V. P. R. Dugmore, on Yangtze.

Monmouth, cruiser, 2,800 tons, Capt. J. N. Tuke, Hongkong.

Moorehead, river gunboat, 180 tons, 2 guns, Lieut. Comdr. F. B. Noble, Hongkong.

Outer, torpedo-boat destroyer, 350 tons, 6 guns, 4,300 h.p., Lieut. Comdr. Kiddle, Nagasaki.

Rambler, surveying ship, 381 tons, Comdr. Chas. E. Moore, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. A. Day, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Lyne, Yangtze.

Tamar, receiving ship, 4,950 tons, 6 guns, Comdr. H. P. Williams, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Secreston, on Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Hongkong.

Vango, torpedo-boat destroyer, 350 tons, 6 guns, 4,300 h.p., Lieut. Comdr. Stevenson, Nagasaki.

Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. A. W. Glennie, surveying.

Whiting, torpedo-boat destroyer, 390 tons, 6 guns, 4,300 h.p., Lieut. Comdr. C. E. L. Thomas, Nagasaki.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. G. B. Spicer-Simson, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh Somerville, Yangtze.

Woodlark, gunboat, 15 tons, 2 guns, 550 h.p., Lieut. Comdr. J. F. Knox, Yangtze.

THE DIRECTORY AND CHRONICLE FOR 1906.

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Gutler, Palmer & Co.'s SPECIAL BLEND WHISKY.



Gutler, Palmer & Co., London. AGENTS. SIEMSEN & CO., HONGKONG.

SHIPPING IN PORT.

ALDENHOT, British str., 1,354, W. W. Adam, 6th June—Saigon 1st June, Rice.—Dudwell & Co.

ANAKA, British str., 1,566, C. J. Matlock, 14th June—Saigon, 10th June, Rice and General.—Jardine, Matheson & Co.

ARENDADE, German str., 611, H. R. Gantard, 20th June—Pakhoi 18th June and Hekow 19th, General.—Jensen & Co.

BEN NEVIS, British str., 2,490, Pritchard, 21st June—Newcastle (N.S.W.) 31st May, Coal.—Shewan, Tomes & Co.

CAIRO, Norwegian str., 1,381, J. Larson, 14th June—Saigon 10th June, Rice.—Gardner, Thoresen & Co.

CHANGSHA, British str., 1,465, Thos. Moore, 30th June—Yokohama 16th June, General.—Butterfield & Swire.

CHINGHAI, British str., 1,102, H. Nilsson, 22nd June—Bangkok 15th June, General.—Nippon Yusen Kaisha.

CHINGTU, British str., 1,456, C. Plunkett, 23rd June—Melbourne 18th May, Sydney 28th May and Manila 20th June, General.—Butterfield & Swire.

CHUYEN, Chinese str., 1,177, Stewart, 24th June—Shanghai 20th June, General.—Jardine.

CHOYASAI, British str., 1,424, E. S. Sandbach, 28th June—Shanghai 21st June, and Swatow 25th, General.—Jardine, Matheson & Co.

CHUNSHAN, British steamer, 1,417, Cox, 23rd June—Sourabaya 13th June, Sugar.—Jardine, Matheson & Co.

DEVAYONG, German str., 1,157, J. V. Bruns, 22nd June—Bangkok 15th June, and Swatow 21st June, Rice and Meal.—Norddeutscher Lloyd.

DRIFAR, Norwegian str., 1,102, J. Bing, 24th June—Chinkiang 18th June, General.—Chinese.

FRITHOF, Norwegian str., 891, H. H. Hattalson, 19th May—Wuhu and Chinkiang 14th May, Rice and Groundnuts.—Siemssen & Co.

GLIMSTER, British str., 3,025, R. Webster, 25th June—London and Singapore 10th June, General.—McGregor Bros. & Co.

GREGORY APCAR, British steamer, 2,051, S. H. Bolton, 24th June—Calcutta 9th June, General.—D. Sasser & Co.

HANN WAGNER, German str., 563, J. Kagemann, 20th June—Saigon 18th June, Rice.—Lauis, Wegener & Co.

HEIMDAL, Norwegian str., 741, T. Johnson, 16th June—Haiphong 13th June, General.—A. R. Marly.

HOLROW, British str., 896, H. Harde, 20th June—Chow 12th June, General.—Butterfield & Swire.

HUPPE, British str., 1,025, John Davis, 20th June—Shanghai via Swatow 16th June, General.—Butterfield & Swire.

INSURABLE, British str., 5,306, S. Callington, 10th June—Durban 24th May.—Order.

KALABRIA, British str., 2,000, Walker, 29th May—Mojji 23rd May, Coal.—Bradley & Co.

KARIN, Swedish str., 635, G. Patterson, 31st May—Chinkiang 27th May, General.—Aagaard, Thoresen & Co.

LOONSHAN, British steamer, 1,402, Smith, 25th June—Manila 22nd June, General.—Jardine, Matheson & Co.

LUCHOW, British str., 1,216, Baddeley, 23rd June—Saigon 19th June, Rice.—Order.

MANCHURIA, American str., 8,750, J. W. Saunders, 25th May—San Francisco 19th June, Mail and General.—P. M. S. S. Co.

MAUSANG, British str., 1,641, R. Houghton, 10th June—Sundakan 11th June, Timber and General.—Jardine, Matheson & Co.

NANCHANG, British str., 1,044, H. T. Trowbridge, 10th June—Hankow 15th June, Sugar.—Butterfield & Swire.

NANSHAN, British str., 1,390, A. Jones, 2nd June—Saigon 18th June, Rice and General.—Bradley & Co.

NEIL MACLEOD, Amr. str., 902, E. Corral, 19th June—Manila 10th June—Barretto & Co.

N. S. DE RASARIO, Amr. str., 715, M. Lopez Blanco, 12th June—Manila 9th June.—Barretto & Co.

PETCHARICH, German str., 1,373, G. Hillmann, 24th June—Bangkok 14th June, Rice and Timber.—Butterfield & Swire.

PETERARCH, German str., 1,252, R. Hattis, 13th June—Saigon 7th June, Rice and General.—Sander, Vinter & Co.

PHRA NANG, German steamer, 1,100, F. von Mangelsdorff, 15th June—Amoy 14th June, General.—Butterfield & Swire.

PHOENIX, French str., 1,240, Ducrois, 24th June—Saigon 24th June, Rice.—Bradley & Co.

POWATAN, British str., 1,640, W. F. Turner, 4th June—Hongkong 31st May, Coal.—Dudwell & Co.

PRODUCER, Norwegian str., 741, E. Winsnes, 24th June—Saigon 16th June, Rice and Fish.—Aagaard, Thoresen & Co.

PROGRESS, German str., 678, H. Fabron, 25th June—Kwangshuan 22nd June, General.—Chinese.

PROTECTOR, Danish str., 572, Silfverberg, 22nd May—Singapore 15th May.—Order.

PROVIDENCE, Norwegian str., 1,033, Skarbo, 16th June—Saigon 12th June, Rice.—Chinese.

QUANTA, German str., 1,325, Madsen, 16th June—Mojji 10th June, Coal.—Sander, Vinter & Co.

RAJAH, German str., 1,189, O. Koel, 17th June—Swatow 16th June, Rice & Timber.—Butterfield & Swire.

RAJAH, German steamer, 1,400, C. Wolff, 26th June—Bangkok 14th June, Rice and Meal.—Chinese.

SAMSEN, German str., 998, F. Rohwoldt, 24th June—Bangkok 14th June, Rice.—Butterfield & Swire.

SHAHSING, British str., 1,307, Northcombe, 24th June—Shanghai 20th June, General.—Butterfield & Swire.

SPARKACH, German str., 900, Lombard, 10th June—Hekow 9th June, General.—Jensen & Co.

STANLEY DOLLAR, British str., 1,857, Cross, 30th May—Mojji 24th May, Coal.—Arnhold, Karberg & Co.

SUMATRA, German str., 581, C. Namer, 14th June—Herbertshoehe 23rd May, General.—Melchers & Co.

TELEMACHUS, British str., 1,341, Williamson, 25th June—Saigon 21st June, Rice and General.—Chinese.

THEA, German str., 2,190, H. Falda, 22nd June—Mojji 15th June, Coal.—Jensen & Co.

THENTON, British str., 1,330, E. Montan, 24th July—Saigon 17th June, General.—Butterfield & Swire.

TOTTI, German str., 2,555, W. Ziegelmeyer, 7th June—Mojji 2nd June, Coal.—Jensen & Co.

TRIUMPH, German str., 769, Kayser, 25th June—Haiphong 22nd June, Rice.—Jensen & Co.

TUOA, Norwegian str., 578, Spinnaker, 30th May—Hankow 3rd May, Pig Iron.—Chinese.

VICTORIA, Swedish str., 1,200, Hillberg, 29th May—Wakamatsu 23rd May, Coal.—Aagaard, Thoresen & Co.

VICTORIA, British str., 2,700, John Ronald, 24th June—Newcastle, N.S.W., 1st June, Coal.—Order.

